

**Maximum Weights:**

	B777-300ER	B777-200LR	B777-F
Max Zero Fuel Weight	237,682 kg	209,106 kg	248,115 kg
Max Take-Off Weight	351,534 kg	347,451 kg	340,194 kg
Max Taxi Weight	352,441 kg	348,358 kg	341,101 kg
Max Landing Weight	251,290 kg	223,167 kg	260,815 kg

**RVSM Contingency Procedures:** Continental (EU, NAM, ME, Africa) – **Nil.** (new ATC clearance) China - (30°R) **5nm.**  
Thailand/Philippines/Vietnam/Hong Kong/Middle East – (45°R/L) **25nm.** Indian Ocean - (90°R/L) **15 nm.**  
North Atlantic/S.America/N.America/Pacific/Australia/Africa/Singapore/KL – (45°R/L) **15nm.**

**MNPS Airspace:** FL285 – FL420 / 27°N to North pole. **RVSM Airspace:** FL290 – FL410 / +/- 200ft tolerance

**Wake Turbulence Separation:** Approach behind A380 – 6nm Approach behind Heavy – 4nm  
Departure behind A380 (same position) – 2 minutes (Intersection) – 3 minutes

**Standard Cabin Crew Briefing Notes**

Introduction of crew  
Parking Stand/Terminal  
Flight Info – Flt time, cruise alt, special notes  
Wx & Turbulence (CS call if need be)  
Hijack code / Security  
CRM & Teamwork  
Rest (If LRV)  
Questions / Suggestions

**On Ground**

When a/c on ground or taxiing	<b>“Attention crew at stations (x2)”</b>
Evacuation Required	<b>“Evacuate, Evacuate”</b>
Evacuation not required	<b>“Normal Operation (x2)”</b>

**Emergency Calls:****Airborne**

2 mins before impact	<b>“Attention crew at stations (x2)”</b>
30 secs before impact	<b>“Brace, Brace”</b>
After impact & stopped	<b>“Attention crew at stations (x2)”</b>
Evacuation Required	<b>“Evacuate, Evacuate”</b>
Evacuation not required	<b>“Normal Operation (x2)”</b>

**Rapid Deplaning:**

Make PA: *“Cabin Manager to the Cockpit Immediately”*

NITS Briefing (if time)

Make PA: *“Attention Attention, this is an important announcement. All passengers must leave the aircraft via the nearest boarding door in a quick and orderly manner. Leave all personal belongings behind and follow cabin crew instructions.”*

**Decompression PAs:**

During Descent: *“Emergency Descent (x2)” (only if auto-announcement is unserviceable)*

At Safe Altitude: Cabin above 10,000ft: *“Emergency Descent Completed, Emergency Descent Completed – Remain On Oxygen”*  
Cabin below 10,000ft: *“Emergency Descent Completed, Emergency Descent Completed”*

**Engine Failure in Flight:**

Select “ENG OUT” on FMC Cruise page., set Engine out altitude in window on MCP, then execute FMC.

Notify ATC, and initiate turn using HDG/TRK SEL.

Follow emergency escape maneuver (if applicable). Run non-normal checklist then determine course of action.

**Decision Making Model - FORDEC:****Risk Management (aim to get back to the green)**

**Facts** *Collect information, define situation*  
**Options** *Generate possible responses*  
**Risks** *Assess risks and benefits of each option*  
**Decision** *Select an option*  
**Execution** *Carry out option*  
**Check** *Review everything*

**Assess** *Assess Potential threats & errors*  
**Balance** *Buy time, Reduce workload, Change mission*  
**Communicate** *With each other & those around*

**Cabin Crew Emergency Briefing (NITS)**

**Nature - Intentions - Time - Special Instructions**

## Passenger Handling Notes

<b>Falcons</b>	Max 2 per pax in diamond/pearl. Max 1 per pax in coral. No overall limit per flight.
<b>Guide dogs</b>	Max 1 per flight. If over 8hrs need letter from owner.
<b>UM's</b>	Maximum of 10 per flight.
<b>Infants</b>	Less than 2yrs old. Max 40 in 2 class, 30 in 3 class. ↑ by 20% of seating capacity if oxy/belts available.
<b>Stretchers</b>	Maximum 2 per flight.
<b>Escorts</b>	Min of 2 per inad. Max of 2 DEPA/INAD with 2 escorts each per flight (4 escorts total).
<b>Pregnancy</b>	

### Single

	No Docs Required	Certificate Required	No Fly
0-28	✓		
29-36		✓	
37 +			✓

### Multiple

	No Docs Required	Certificate Required	No Fly
0-28	✓		
29-32		✓	
33 +			✓

*Certificate conditions: (1) Signed by doc (2) On hospital/doc letterhead (3) State single/multiple (4) Dated within 7 days of travel (5) State fit to fly (6) In English or Arabic only (7) State no of weeks / due date*

## General Operations Notes

### Low Visibility Operations

Cat 1 – 550m RVR / 200ft DH

Cat 2 – 300m RVR / 100ft DH (3 lights / lateral element)

Cat 3A – 200m RVR / 50ft DH (3 Consecutive lights)

Cat 3B – 75m RVR / NO DH or <50ft. (1 CL light if DH used)

**\*Aerodromes with blanket approval can use charted minima**

A/C Capability	Rollout Guidance	TDZ	Min RVR MID	RO/SE
<b>LAND 2</b>	Not avail	(10-9EY)	200m	75m
	Fail Passive	(10-9EY)	125m	75m
<b>LAND 3</b>	Fail Operational	(10-9EY)	75m	75m

### Malfunctions

<b>No A/T</b>	<b>CAT3A (LAND2)</b>
<b>Single A/T</b>	<b>CAT3B (LAND3)</b>

Before Approach Ban – Check AFDS status – No change or not required or can be switched -continue.

If changed or required, downgrade to another approach (all CX complete by App ban)

Between App Ban and Alert Height – Check AFDS status – No change or not required or can be switched - continue

If changed or required, Go around

Below Alert Height – Any EICAS alert with master caution, Go Around.

## Ground Operations Notes

### APU Fuel burn

Ground: 240kg / hr

Air: (approx. 200kg/hr at FL350, 260T)

APU–Pack takeoff maximum alt = 6900ft AGL

### Taxi Fuel Consumption

Approx. 33kg / min

### A/C Jumpseats

A-F(28/384) - 17

G-J, P, Q (40/340) - 16

K-O & R (8/40/280) - 17

### Fuel Jettison

FCTM 4000ft min / Jepp 6000ft min alt

CTR pumps on – 2500kg/min ... CTR tank empty – 1400kg.min

### Fuel Discrepancy

Departure (9) – Remaining (2) – Calc Uplift (8) x 100

Departure (9) – Remaining (2)

### Conversions:

1 Meter = 3.28ft

1 US Gallon = 3.785 Litres

1 nm – 1.15 statute miles

1 statute mile = 1.61km

Fahrenheit to Celcius = (F – 32)/2

Celcius to Fahrenheit = (C x 2) +32

### ATL Check Validity

Daily Check – 48hrs from signature time (until Before Taxi Cx completed.)

Service Check – Valid 15 calendar days until 23:59pm on 15<sup>th</sup> day

ETOPS Check – Carried out prior to each ETOPS sector

### MEL & CDL

Applicable until the Before Taxi Checklist completed.

MEL Repair Intervals start at 00:01am the next day extended as follows: (A) No Interval (B) 3 days (C) 10 days (D) 120 days

(B, C & D) can be extended once, but (A) cannot. CDL does not have repair intervals, but each item specifies relevant times.

### OFP & Loadsheet

OFP : +/- 3000kg change in ZFW, new OFP required.

+ 1000kg/- 3000kg for RCF flight

Loadsheet - +/- 1000kg LMC (+1000kg/-5000kg - ACARS) new loadsheets required

### Circling / Visual Approach Timing Rule of Thumb

Time from abeam threshold as follows:

15 secs per 500ft AGL or 3 sec per 100ft AGL.

Adjusted for wind +/- 1 sec per knot of HW or TW

### Min Pavement Width (180° turn)

B777-300ER – 56.5m

B777-200F /LR – 48.0m

### Holding Speeds (1min below 14000ft, 1.5min above 14000ft)

ICAO

FAA

<14,000 ft	230 kts	≤6000 ft	200 kts
>14,000 - ≤20,000 ft	240 kts	>6,000 - ≤14,000 ft	230 kts
>20,000 - ≤34,000 ft	265 kts	>14,000 ft	265 kts
>34,000 ft	M 0.83		